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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 8 June 1951

SUBJECT. Type 27 Jet Planes at Oranienburg Airfield

NO. OF PAGES 2

PLACF 25X1A

NO. OF ENCLS. 7 sets (42 photos)
(LISTED BELOW)

ACQUIRE

DATE OF ACQUIRE

25X1X

SUPPLEMENT TO
REPORT NO.

1. The attached sets of six photographs of the Type 27 twin-jet planes which have recently arrived in the Russian Zone of Germany are sent you for retention.
2. The photographs were taken at Oranienburg Airfield [redacted] 25. [redacted] as the planes were taking off. They were taken without a telescopic lens.
3. The planes are two types. One type (see photos 3 to 6) has a plexiglass nose; a bulge under the fuselage, just behind the nosewheel housing and in line with the air intakes of the engines; and a tail gun position. The other type (see photos 1 and 2) has a solid nose, which appears to be more pointed. It is apparently fitted with two cockpits and a tail gunner's position, although weapons are not visible, and has no bulge under the fuselage. This type is possibly a trainer.
4. Although the type 27 allegedly has an NENE engine, it is believed that this plane is equipped with an advanced version of the JUMO 004. Since the end of 1947, the JUMO engine has been manufactured in mass production in UFA-Chernikovka, and possibly also in other engine plants such as Rybinsk No. 26. The JUMO engine has only been used in Yak-15s to date. If the JUMO 004 engine is being used in this new type aircraft, the take-off power of the two engines will have a thrust of 3,000 kg. If the JUMO 004 H is used, the thrust will be 3,600 kg. It is not known whether the latter type engine has been in mass production during recent years.
5. The overall configuration of the plane seems to have some German constructional features. The chief designer of the Heinkel Plant, Siegfried Guenther, who works in Kimry, is believed to have assisted in the construction of the new type plane. The suspension of the nose wheel and the landing gear resemble the twin-engine He-219. The swept-back elevator assembly, though fitted with straight fins, is also considered to be a mixture of Soviet and German designs. It is believed that when the wheels of the main landing gear are retracted they turn 90 degrees.
6. The purpose of the bulge or blister under the fuselage behind the nose wheel is not clear. This blister may be used as an additional entrance hatch for the crew, or as a housing for photographic equipment or radar. The rod seen at the rear of

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- 2 -

of the underside of the fuselage may be either a dipole or the guide rod for a trailing aerial.

7. The two-sectional bomb-bay door seen on photograph 4 leads to the conclusion that bombs weighing up to 1,000 kg can be taken up. A 2,000 pound bomb, completely assembled, requires a bomb-bay at least 8.5 feet long. The bomb-bay of this aircraft is not more than eight feet long. It is possible that this aircraft will carry a total bomb load of 2,000 pounds, i.e.,

2	-	1,000	pound	bombs
4	-	500	"	"
8	-	250	"	"
10	-	100	"	"

If this aircraft is to serve as a light or medium bomber, the most common load would be 100-pound bombs (fragmentation for front line action) and the weight of the individual bomb would not exceed the 500-pound class.

8. In the nose there are possibly two fixed weapons. (See photographs 4 and 5.) It is not known whether an additional flexible weapon is also fitted in the cockpit. The tail gunner's station, fitted with two weapons, indicates that the guns are remote-controlled by the gunner. The caliber of the guns is unknown.

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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

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CD NO.

25X1A

COUNTRY Germany (Russian Zone)

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DATE DISTR. 8 June 1951

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NO. OF PAGES 2

PLACE 25X1A

ACQUIRE

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(LISTED BELOW)

DATE OF ACQUIRE

25X1X *in 286*

SUPPLEMENT TO REPORT NO. *25X1A*



1. The attached set of six photographs of the Type 27 twin-jet planes which have recently arrived in the Russian Zone of Germany are sent you for retention.
2. The photographs were taken at Oranienburg Airfield on the afternoon of 27 April 1951, as the planes were taking off. They were taken without a telescopic lens.
3. The planes are two types. One type (see photos 3 to 6) has a plexiglass nose; a bulge under the fuselage, just behind the nose wheel housing and in line with the air intakes of the engines; and a tail gun position. The other type (see photos 1 and 2) has a solid nose, which appears to be more pointed. It is apparently fitted with two cockpits and a tail gunner's position, although weapons are not visible, and has no bulge under the fuselage. This type is possibly a trainer.
4. Although the type 27 allegedly has an HEHE engine, it is believed that this plane is equipped with an advanced version of the JUMO 004. Since the end of 1947, the JUMO engine has been manufactured in mass production in UFA-Chernikova, and possibly also in other engine plants such as Rybinsk No. 26. The JUMO engine has only been used in Yak-15s to date. If the JUMO 004 engine is being used in this new type aircraft, the take-off power of the two engines will have a thrust of 3,000 kg. If the JUMO 004 H is used, the thrust will be 3,600 kg. It is not known whether the latter type engine has been in mass production during recent years.
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Next 3 Page(s) In Document Exempt

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